

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 1

EFFECTIVE DATE: July 31, 2008

TRACKING #: 31- 10-3-8

SPECIALIST/ROUTING: Pamela Coopwood AJT-23 x58607

1. PARAGRAPH NUMBER AND TITLE:

10-3-8, TAXI INTO POSITION AND HOLD (TIPH) OPERATIONS

2. BACKGROUND: During a review of current TIPH procedures, it was noted that specific guidance for the preparation of a detailed facility directive was necessary for high risk activities during certain operations. The additional risks are now added to the current requirement for AT managers to prepare a facility directive for using TIPH. In addition to identifying the necessity to conduct TIPH operations, the document shall manage and monitor the identified risk in the specific areas of runway configuration, staffing and position combinations, weather, traffic volume, aircraft fleet mixture and limitation to visibility. The facility directive shall be approved by the responsible Service Area during its' annual review prior to posting the FAA electronic library.

3. EXPLANATION OF CHANGE: This notice provides modifications to FAA Order 7210.3, Facility Operation and Administration and provides detailed instruction for the facility Standard Operating Procedures (SOP) directive. This change cancels and incorporates N JO 7210.676, Taxi into Position and Hold (TIPH) Operations, effective November 28, 2007.

4. CHANGE:

OLD

10-3-8. TAXI INTO POSITION AND HOLD (TIPH) OPERATIONS

a. The air traffic (AT) managers must determine an operational need exists before conducting TIPH operations, to include such factors as capacity, efficiency, user input, etc.

Add

b. Before authorizing TIPH operations as specified in FAAO 7110.65, the AT manager must ensure the following:

1. A review of the impact that airport configuration and local conditions may have on the application of TIPH procedures.

2. A facility directive has been prepared

NEW

10-3-8. TAXI INTO POSITION AND HOLD (TIPH) OPERATIONS

a. The Air Traffic (AT) Manager **shall:**

1. Determine an operational need exists before conducting TIPH operations.

2. Before authorizing TIPH operations, conduct a review of the impact that airport configuration and local conditions may have on the application of TIPH procedures.

Delete

3. Prepare a facility directive prescribing:

prescribing:

(a) Local procedures for conducting these operations.

(b) Methods to assist the local controller in maintaining awareness of aircraft positions on the airport. Such methods may include, but are not limited to, reading back the pilot's stated position, annotating flight progress strips, posting or arranging flight progress strips according to aircraft's intended takeoff position, or marking the location of aircraft with color-coded chips on a magnetic diagram of the airport.

REFERENCE--
FAAO 7210.3, Use of Active Runways, Para 10-1-7.

(c) The consolidation and staffing of positions.

(d) The requirement for the safety logic system to operate in full core alert runway configuration as an alternative to withholding landing clearance.

Add

Add

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(a) Local procedures for conducting these operations.

(b) Methods to assist the local controller in maintaining awareness of aircraft positions on the airport, **i.e.** annotating flight progress strips or marking the location of aircraft with color-coded chips on a magnetic diagram of the airport.

REFERENCE --
FAA Order 7210.3, Paragraph 10-1-7, Use of Active Runways

(c) The consolidation and staffing of positions.

(d) The requirements **necessary for issuing a landing clearance with an aircraft holding in position.**

1. **The safety logic system must be operated in full core alert runway configuration.**

2. **The reported weather must be ceiling of 800 feet or more.**

3. **The reported visibility must be 2 miles or more.**

REFERENCE --
FAA Order 7110.65, Paragraph 3-9-4c(1), Taxi Into Position and Hold (TIPH)
FAA Order 7110.65, Paragraph 3-10-5b, Landing Clearance

(e) Runway geometry, i.e., the physical configuration of runways and other airport movement areas.

(f) Weather conditions, time of day, i.e., prevailing light conditions.

REFERENCE -
FAA Order 7110.65, Para. 3-9-4 c(1) and(g) Taxi Into Position And Hold

(g) Fleet mix

Add

REFERENCE -FAA Order 7110.65, Para. 3-9-6 Same Runway Separation.;
Para. 3-9-7 Wake Turbulence Separation For Intersection Departure;
Para. 3-9-8 Intersecting Runway Separation.

Add

(h) Traffic volume; complexity restrictions.

Add

(i) Obstructions or limitations to visibility from controller-to-aircraft and aircraft-to-aircraft perspectives.

Paragraphs 3. – 7.

Renumber 4 thru 8

Paragraphs c and d

Re-letter b and c

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.676, Taxi into Position and Hold (TIPH) Operations, effective November 28, 2007.

8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

☒ Proposed change meets full SMS requirements for safety risk assessment.

☐ (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

☐ Proposed change is not safety related.

Comments: None



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Manager, Terminal Operations

Date: 10/1/07